

Expert Advice For the Automobile Owner

Queries and Replies Covering Matters of Importance to the Man Who Runs a Car

What makes it possible for one wheel to reverse while the other goes ahead, running on a wet pavement with the brakes applied?

The differential action will allow one wheel to revolve clockwise, while the other turns anti-clockwise, but with the brakes applied and holding well neither wheel should turn. In the case you mention the brakes evidently were slipping and thus permitted the wheels to turn.

In setting a motor for high speed work what changes should be made in the valve timing?

The most important and effective change is to keep the intake valve open for a longer period.

Kindly explain just how a backfire is caused and why this should happen any more with a weak mixture than when the mixture is rich. Also where does the backfire start?

A backfire is possible with either a weak or rich mixture, although more common with the former, because a weak mixture burns more slowly. The backfire starts in the cylinder and is due to the presence of flame in the combustion chamber when the intake valve opens to take in a fresh charge. If the combustion of the charge is very slow there will be a flame in the cylinder, not only all through the power or expansion stroke, but also through the succeeding exhaust stroke, so that what gas remains in the cylinder when the exhaust valve closes and the intake valve opens is still incandescent and sets the fresh charge on fire the moment it comes in contact with it, thus producing a backfire. Ordinarily a backfire can only be produced by a weak mixture at high speed, say 1,000 revolutions per minute, although with a very weak mixture or a very late spark a backfire may be produced at a much lower speed, say 800. It is possible to make the motor backfire by using too rich a mixture also, but the excessive mixture burns faster than the one that is too lean, and therefore the former is generally burned out before the intake valve opens.

Will larger valves increase the power and speed of a motor?

Large valves are essential to power. Large intake valves especially add much to the power of an engine.

What do cylinders offset from the crank shaft mean?

An offset cylinder is one whose axis is offset from the vertical plane through the crank shaft. That is a line drawn vertically through the crank shaft center. In offset cylinder construction when the piston is on top dead center the connecting rod is not directly in line with the crank shaft, but, rather, makes an angle with it. Cylinders are offset so as to diminish the side pressure exerted between the piston and cylinder when the piston is on the firing stroke, accomplishing

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wear might show or cause damage. A dry motor will become hot more quickly than one properly lubricated, and if operated continually above normal temperature the tendency toward valve warpage will be greater.

Which of the following methods will stop a motorcar in the shortest distance, applying brakes to lock the wheels or applying greatest possible brake strain without locking wheels? And will a heavy car stop in as short a distance as a light one, the speed and brake power being equal?

It is generally supposed that a motorcar will stop in a shorter distance if the wheels are not fully locked, but almost so and revolving. When the brakes are applied so the wheels lock the only friction tending to stop the car is that of the tires on the ground, but when the brakes are applied so as nearly to lock the wheels there is rolling friction of the wheels, gear set and rear axle friction and brake friction; hence with the greater friction the car will stop in a shorter distance. If you will watch street car motormen whose cars are equipped with air brakes or locomotive engineers at work you will find that when the conveyance is to be stopped the brake control is alternately applied and released, thus setting and releasing the brakes, which prevents the wheels from sliding. This not only tends to keep the vehicle from moving off the track, but stops it in a shorter distance than if the wheels had to slide on the tracks.

Of two cars exactly the same in every respect, except as to the load carried, the one with the lighter load will stop in the shorter distance. This may be attributed to the fact that the inertia of the heavier vehicle is greater than that of the lighter. If you were pushing a baby buggy at ten miles per hour you could very easily stop it within a few yards, but if you were pushing a 300 pound cart you would find it would require a greater distance in which to stop.

Can a high tension magneto that runs at crank shaft speed and rotates clockwise be timed or changed to rotate in the opposite direction, or anti-clockwise?

The magneto referred to can be changed to run anti-clockwise by simply removing the gears from the distributor and resetting them so as to carry the current over the points of contact throughout the full range of spark advance at full retard and at full advance. Simply take the gears out of the distributor, revolving the armature by hand in an anti-clockwise direction, and when the position in which the armature turns requires a good deal of force to continue the turning, due to the pull of the magneto, insert the gear in the distributor so that it is just coming into the metal contact. If the model magneto referred to has a roller type distributor the same operation holds good, except that the roller with the internal gear should be set so that the contacts are just meeting the small metal roller.

What pressure is counted good compression in a cylinder?

Good average practice is about seventy pounds to the square inch.

I wish to paint black the brass fixtures on my car, but have no recipe. Can you inform me how I am to do this work?

Fuse eight ounces of asphaltum and five-tenths of an ounce of dark gum anime, adding fifteen ounces of linseed oil. Then one and five-tenths ounces of dark gum amber, having been previously fused with three ounces of linseed oil, are added and the mixture is kept up until a little of the mass when cooled becomes plastic. Now stop the heating and add two and five-tenths ounces of turpentine. The paint can be applied with a brush and requires no enameling.

What advantages are gained by fitting three piston rings to the groove instead of one?

The advantages claimed for special piston rings, after they hold compression better, prevent oil from entering the combustion chamber more effectively and in some cases reduce the wear on the cylinder walls.

Will a poor grade of gasoline cause a motor to knock?

Poor gasoline would quite probably cause a knock in the motor. The low quality fuel may cause slow burning in one or more cylinders. Slow burning will sometimes cause a preignition knock, continued use of a low grade fuel may cause much carbon to deposit on the piston, and this will make a preignition knock. The knock is caused by the piston striking the cylinder wall.

Would an excess of oil or too little oil cause the valves to need grinding sooner than under ordinary conditions?

Should too much oil be fed there is a possibility of carbon being deposited in quantities, due to the burning of the excess oil. This carbon gets into the valve seats and the valve faces and causes pitting, as it is called, and consequent improper seating and loss of compression will follow. The feeding of too small an amount of oil hardly would cause a loss of compression through the valves. But lack of lubricating oil will cause excess wear on the cylinder wall and piston. This

How can a motor designed for a certain voltage do any pulling at all when connected up to a current either twice or only half as much as the designers figured on? It is understood that the generator supplying current is one of low voltage, probably about thirty-two.

An electric motor designed to operate normally at thirty-two volts, for exam-

ple, will operate at voltages under thirty-two, but the speed will be reduced considerably. It also may be operated at slightly over thirty-two volts provided the designer took this into consideration in the windings. Many electric vehicles are operated by simply changing the voltage across the motor terminals, this being accomplished either by inserting resistance in the line or by altering the battery connections so that either series or parallel connections may be made with various numbers of batteries. However, a motor designed to operate at thirty-two volts maximum would burn out if the voltage were doubled, just as a 110 volt lamp would burn out if inserted in a 220 volt circuit.

While my engine is idling with the clutch in or out a dull thump may be heard. This comes at irregular intervals. Can you explain this?

The thump undoubtedly is from the motor, since by disengaging the clutch everything behind it remains still. A loose bearing might cause a thump, and a loose flywheel might emit the same sound.

What is the best bushing for valve stems?

Brass or bronze seems to be the best valve stem bushing. These metals are soft comparatively, and the wear is between them and cast iron or steel is little.

The Orang Outang.

To protect itself from the rain the orang outang crouches its arms over its head. The hair on the orang's upper arm points downward, while on the lower arm it points upward, the apparent purpose being to shed the rain like a thatch.

Sounded Like a Knock.

Mrs. Bacon—How many biscuits would it take to make ten pounds, John? Mr. Bacon—Well, it all depends on whose biscuits they were, dear—Yonkers Statesman.

A STORY OF DREAMS AND DEEDS

(Continued from page 3.)

from this plutocratic state, than the safe, amply secured, gilt edge eight per cent investments the Presbyterian elders were accustomed to make. The horizons of life broadened and men, looked forward, were thrilled by the heroic deeds of their revolutionary fathers upon the bloody and decisive field of Guilford Court House; and they set themselves to defend their fathers' record, rearing to them befitting memorials and restoring the old fighting lines on the Guilford Court House battlefield. Looking forward, they saw with prophetic vision the coming day when, sitting at the gate-way to the South, their town should become a populous and opulent city.

The submergence of the City of Flowers and the emergence of the Gate City of the South may be traced to four principal causes: (1) The coming of the railways; (2) the coming of the colleges; (3) the coming of the churches; (4) the coming of the Jews.

The railway construction of the 80's brought the City of Flowers into direct connection not only with Washington and the great cities of the East, Richmond, Raleigh, Asheville, and Atlanta, but also the sea at Norfolk and Wilmington, the Blue Ridge Mountains, at Mt. Airy, connecting at important centers with the main lines of the N. & W. Ry., the S. A. L. Ry. and the C. & L. Ry. Then came the panic of 1893, which threw most of these roads into receivers' hands, this being followed by the consolidation upon a really colossal scale of the Southern Railway. The City of Flowers now became known as a splendid distributing point, a desirable location for manufacture of every sort, being near to the raw material and close to growing markets. The factories came.

Wherever Presbyterianism thrives good schools and few mortgages are found. It is only in a Presbyterian community that a bond issue for the erection of a college—and a negro college at that—could carry with only one vote against it, and this happened in the City of Flowers in the year 1891. During the period of 1888-1893, three new colleges were established and the total population of white and black in 1890 was less than 3,500.

One of these schools, the Normal and Industrial College for Young Women, brought to us as members of its faculty a group of young men destined to become the educational leaders of the South. Dr. Chas. D. McIver, the first president of the college; Dr. E. A. Alderman, now president of the University of Virginia; Dr. P. P. Claxton, National Commissioner of Education; J. Y. Joyner, the leader of the educational movement in North Carolina and now for a number of years the Superintendent of Public Instruction in that state. For an interesting but not altogether accurate account of this educational campaign had only a name to live. Everywhere cities were laid out, imposing hotels, looking like exaggerated Queen Anne cottages, were erected, glowing prospectuses were prepared and widely distributed, and the promoter fattened upon the hopes of men.

The conservatism of Calvinism gave place to a distinctly Arminian commercial philosophy, holding better the fluctuations of fortune, the possession of wealth followed by a sudden fall which led to the founding of this school, read Walter Hines Page's "Southerner," a book which, however, does not reflect upon the distinguished ambassador to Great Britain very much literary credit. Other educators were reared there: Henry Louis Smith, President of Washington and Lee University; Charles C. Weaver, President of Henry and Emory College; C. Alphonso Smith, Roosevelt Exchange Professor of

Berlin University; Charles P. Weaver, professor of English in Kentucky State University, and a score and more of other college professors.

For over half a century membership in the Presbyterian church on Church Street had been the prerequisite to social recognition. The Methodistists erected in 1890 a small, plain building, and because of the presence in the place of the Methodist Female College, a certain consideration was shown them which no other denomination enjoyed. In 1851 the Methodistists sold this building to the Baptists, and my grandfather became the first pastor of the newly formed Baptist church. My blood tingles with pardonable pride at the thought of my ancestors' audacity. At the end of seventy-five years from the founding of the town only one other denomination had sought place and standing, St. Barnabas Episcopal Church, organized during the stormy days of Reconstruction. Denominational lines were closely drawn and union services did not belong to this period of the City of Flowers.

Through all these years the old rectangular brick Presbyterian church, with its galleries around the side and rear, denominated the community. The annual great event in the history of that church was the Sunday on which Dr. Jacob Henry Smith publicly drilled the children on the Shorter Catechism and gave to each child a solemn address and a Bible. Dr. Smith was succeeded by his son, Dr. Egbert Watson Smith, widely known throughout the Presbyterian world as the author of "The Creed of Presbyterianism."

The period of transition—1888-1893—was marked by church building. The Baptists, the Presbyterians, the Methodistists erected new and up-to-date structures. The new era brought new faiths, and now the Methodist Protestant, the Society of Friends, the Christians, the Lutherans, the Reformed and the Roman Catholics have organizations and churches.

The Jews came with the opening of the clothing stores. They entered the Piedmont plateau first as peddlers. It was not until the late '90's that they began to arrive with their millions of capital. The Cohn family alone invested nearly \$4,000,000 in cotton and carpet mills. They built towns, established a benevolent despotism, operated the largest and best mercantile establishments, erected modern school buildings and met the expenses of the school, gave land and money for the building of evangelical churches and contributed to the support of their pastors.

The City of Flowers is no longer a village, but is the thriving Gate City of the State, if not of the South. The sparkling brook is a sewer. The cow no longer browses along the edge of the gutter, the olfactory nerves of the passer-by do not report the proximity of the pig pens. A campaign was carried on last summer for the destruction of the ubiquitous fly, while the rodents are wisely taking to cover. Every insignia of up-to-dateness appears as you traverse the leading thoroughfares of the Gate City. The box hedges have given place to solid blocks of business houses, factories of every kind, banks and trust companies, prosperous insurance corporations, fire and life, founded and directed by local men, department stores, colleges, parks and, of course, a Carnegie Library.

The somewhat little Southern town which O. Henry remembered and loved is now wide-awake, and a thoroughly progressive little city; rather resentful of the fact that her corporate limits do not extend far enough to include all her suburban population, and therefore she cannot take rank as the leading city of the state. At any rate, this is the reason her citizens give.

The Baptists and Methodistists have outstripped the Presbyterians in membership and in the number of their churches. Only one Confederate officer survives, and in lieu of a pension he has been elected to Congress. I doubt not for life. The old order has changed, yielding place to new, and when I go back I look in vain for the place I knew and loved. It lies buried beneath the debris of an industrial prosperity.

My tale is told. The City of Flowers abides in my memories, sweet and precious. I lived on Greene Street, where sleep my sainted dead. Along that street have been borne to their last resting place the beauty and chivalry of an age that loved sentiment, appreciated honor and cultivated flowers. In the Gate City I am a stranger in a strange land. And though I stand for a Calvinism refined, amended, improved and revised, a Calvinism which escapes dryness by being properly irrigated, I would welcome with all its straitlacedness, the Presbyterianism of the decade of the '80's, before the spirit of modern progress took possession of and liberalized a community so staid and so fine.

Do you wish to know the name and the geographical location of this place? In the lobby of any of our hotels you will find the rack containing the time-tables of our railways. Select the yellow-backed time-table of the Southern Railway. Between Washington and Atlanta, in type which indicates a five minutes' stop for all through fast trains, it appears—Greensboro, North Carolina.

Notice of Application for Tax Deed Under Section 8 of Chapter 4888, Laws of Florida.

NOTICE is hereby given that S. L. McFar, purchaser of Tax Certificate No. 30, dated the 23rd day of July A. D. 1915, has filed said certificate in my office, and has made application for tax deed to issue in accordance with law. Said certificate embraces the following described property, situated in Putnam county, Florida, to-wit:

Sec. 8, S. 1, and S. 2, of S. 1, Section 27, Township 38 S., Range 25 E., T. 38 S., R. 25 E., 10 Acres.

The said land being assessed at the date of issuance of such certificate in the name of Unknown.

Unless said certificate shall be redeemed according to law, tax deed will issue thereon on the 10th day of October A. D. 1915.

Witness my official signature and seal this 15th day of September A. D. 1915.

(SEAL) HENRY HUTCHINSON

Clerk Circuit Court, Putnam Co., Fla.

By H. Hutchinson, Jr., D. C.

NOTICE FOR BIDS.

State of Florida, County of Putnam. Sealed bids will be received by the Board of County Commissioners for Five buildings, at the County poor farm, according to the plans and specifications, in the Clerk's Office of said County.

Bids to be opened at 10 o'clock a. m. on Tuesday, October 5th, 1915. Reserving the right to reject any or all bids.

Given under my hand and seal this September 15th, 1915.

(SEAL) HENRY HUTCHINSON,

Clerk.

ALBION HUTCHINSON,

Deputy Clerk.

NOTICE OF SPECIAL TAX SCHOOL DISTRICT NO. 15.

NOTICE IS HEREBY GIVEN, That a special election will be held on October 12, A. D. 1915, in the following territory, to-wit:

Being in Putnam County, Florida, and partially described as commencing at the northeast corner of Section Twenty (20), Township Eight (8) North, Range Twenty-four (24) East, thence south along the line of said Section Twenty (20) to the line of Section Twenty-one (21), thence east along the line of said Section Twenty-one (21) to the line of Section Twenty-two (22), thence south along the line of said Section Twenty-two (22) to the line of Section Twenty-three (23), thence east along the line of said Section Twenty-three (23) to the line of Section Twenty-four (24), thence south along the line of said Section Twenty-four (24) to the line of Section Twenty-five (25), thence east along the line of said Section Twenty-five (25) to the line of Section Twenty-six (26), thence south along the line of said Section Twenty-six (26) to the line of Section Twenty-seven (27), thence east along the line of said Section Twenty-seven (27) to the line of Section Twenty-eight (28), thence south along the line of said Section Twenty-eight (28) to the line of Section Twenty-nine (29), thence east along the line of said Section Twenty-nine (29) to the line of Section Thirty (30), thence south along the line of said Section Thirty (30) to the line of Section Thirty-one (31), thence east along the line of said Section Thirty-one (31) to the line of Section Thirty-two (32), thence south along the line of said Section Thirty-two (32) to the line of Section Thirty-three (33), thence east along the line of said Section Thirty-three (33) to the line of Section Thirty-four (34), thence south along the line of said Section Thirty-four (34) to the line of Section Thirty-five (35), thence east along the line of said Section Thirty-five (35) to the line of Section Thirty-six (36), thence south along the line of said Section Thirty-six (36) to the line of Section Thirty-seven (37), thence east along the line of said Section Thirty-seven (37) to the line of Section Thirty-eight (38), thence south along the line of said Section Thirty-eight (38) to the line of Section Thirty-nine (39), thence east along the line of said Section Thirty-nine (39) to the line of Section Forty (40), thence south along the line of said Section Forty (40) to the line of Section Forty-one (41), thence east along the line of said Section Forty-one (41) to the line of Section Forty-two (42), thence south along the line of said Section Forty-two (42) to the line of Section Forty-three (43), thence east along the line of said Section Forty-three (43) to the line of Section Forty-four (44), thence south along the line of said Section Forty-four (44) to the line of Section Forty-five (45), thence east along the line of said Section Forty-five (45) to the line of Section Forty-six (46), thence south along the line of said Section Forty-six (46) to the line of Section Forty-seven (47), thence east along the line of said Section Forty-seven (47) to the line of Section Forty-eight (48), thence south along the line of said Section Forty-eight (48) to the line of Section Forty-nine (49), thence east along the line of said Section Forty-nine (49) to the line of Section Fifty (50), thence south along the line of said Section Fifty (50) to the line of Section Fifty-one (51), thence east along the line of said Section Fifty-one (51) to the line of Section Fifty-two (52), thence south along the line of said Section Fifty-two (52) to the line of Section Fifty-three (53), thence east along the line of said Section Fifty-three (53) to the line of Section Fifty-four (54), thence south along the line of said Section Fifty-four (54) to the line of Section Fifty-five (55), thence east along the line of said Section Fifty-five (55) to the line of Section Fifty-six (56), thence south along the line of said Section Fifty-six (56) to the line of Section Fifty-seven (57), thence east along the line of said Section Fifty-seven (57) to the line of Section Fifty-eight (58), thence south along the line of said 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line of said Section Seventy-eight (78) to the line of Section Seventy-nine (79), thence east along the line of said Section Seventy-nine (79) to the line of Section Eighty (80), thence south along the line of said Section Eighty (80) to the line of Section Eighty-one (81), thence east along the line of said Section Eighty-one (81) to the line of Section Eighty-two (82), thence south along the line of said Section Eighty-two (82) to the line of Section Eighty-three (83), thence east along the line of said Section Eighty-three (83) to the line of Section Eighty-four (84), thence south along the line of said Section Eighty-four (84) to the line of Section Eighty-five (85), thence east along the line of said Section Eighty-five (85) to the line of Section Eighty-six (86), thence south along the line of said Section Eighty-six (86) to the line of Section Eighty-seven (87), thence east along the line of said Section Eighty-seven (87) to the line of Section Eighty-eight (88), thence south along the line of said Section Eighty-eight (88) to the line of Section Eighty-nine (89), thence east along the line of said Section Eighty-nine (89) to the line of Section Ninety (90), thence south along the line of said Section Ninety (90) to the line of Section Ninety-one (91), thence east along the line of said Section Ninety-one (91) to the line of Section Ninety-two (92), thence south along the line of said Section Ninety-two (92) to the line of Section Ninety-three (93), thence east along the line of said Section Ninety-three (93) to the line of Section Ninety-four (94), thence south along the line of said Section Ninety-four (94) to the line of Section Ninety-five (95), thence east along the line of said Section Ninety-five (95) to the line of Section Ninety-six (96), thence south along the line of said Section Ninety-six (96) to the line of Section Ninety-seven (97), thence east along the line of said Section Ninety-seven (97) to the line of Section Ninety-eight (98), thence south along the line of said Section Ninety-eight (98) to the line of Section Ninety-nine (99), thence east along the line of said Section Ninety-nine (99) to the line of Section One Hundred (100), thence south along the line of said Section One Hundred (100) to the line of Section One Hundred and one (101), thence east along the line of said Section One Hundred and one (101) to the line of Section One Hundred and two (102), thence south along the line of said Section One Hundred and two (102) to the line of Section One Hundred and three (103), thence east along the line of said Section One Hundred and three (103) to the line of Section One Hundred and four (104), thence south along the line of said Section One Hundred and four (104) to the line of Section One Hundred and five (105), thence east along the line of said Section One Hundred and five (105) to the line of Section One Hundred and six (106), thence south along the line of said Section One Hundred and six (106) to the line of Section One Hundred and seven (107), thence east along the line of said Section One Hundred and seven (107) to the line of Section One Hundred and eight (108), thence south along the line of said Section One Hundred and eight (108) to the line of Section One Hundred and nine (109), thence east along the line of said Section One Hundred and nine (109) to the line of Section One Hundred and ten (110), thence south along the line of said Section One Hundred and ten (110) to the line of Section One Hundred and eleven (111), thence east along the line of said Section One Hundred and eleven (111) to the line of Section One Hundred and twelve (112), thence south along the line of said Section One Hundred and twelve (112) to the line of Section One Hundred and thirteen (113), thence east along the line of said Section One Hundred and thirteen (113) to the line of Section One Hundred and fourteen (114), thence south along the line of said Section One Hundred and fourteen (114) to the line of Section One Hundred and fifteen (115), thence east along the line of said Section One Hundred and fifteen (115) to the line of Section One Hundred and sixteen (116), thence south along the line of said Section One Hundred and sixteen (116) to the line of Section One Hundred and seventeen (117), thence east along the line of said Section One Hundred and seventeen (117) to the line of Section One Hundred and eighteen (118), thence south along the line of said Section One Hundred and eighteen (118) to the line of Section One Hundred and nineteen (119), thence east along the line of said Section One Hundred and nineteen (119) to the line of Section One Hundred and twenty (120), thence south along the line of said Section One Hundred and twenty (120) to the line of Section One Hundred and twenty-one (121), thence east along the line of said Section One Hundred and twenty-one (121) to the line of Section One Hundred and twenty-two (122), thence south along the line of said Section One Hundred and twenty-two (122) to the line of Section One Hundred and twenty-three (123), thence east along the line of said Section One Hundred and twenty-three (123) to the line of Section One Hundred and twenty-four (124), thence south along the line of said Section One Hundred and twenty-four (124) to the line of Section One Hundred and twenty-five (125), thence east along the line of said Section One Hundred and twenty-five (125) to the line of Section One Hundred and twenty-six (126), thence south along the line of said Section One Hundred and twenty-six (126) to the line of Section One Hundred and twenty-seven (127), thence east along the line of said Section One Hundred and twenty-seven (127) to the line of Section One Hundred and twenty-eight (128), thence south along the line of said Section One Hundred and twenty-eight (128) to the line of Section One Hundred and twenty-nine (129), thence east along the line of said Section One Hundred and twenty-nine (129) to the line of Section One Hundred and thirty (130), thence south along the line of said Section One Hundred and thirty (130) to the line of Section One Hundred and thirty-one (131), thence east along the line of said Section One Hundred and thirty-one (131) to the line of Section One Hundred and thirty-two (132), thence south along the line of said Section One Hundred and thirty-two (132) to the line of Section One Hundred and thirty-three (133), thence east along the line of said Section One Hundred and thirty-three (133) to the line of Section One Hundred and thirty-four (134), thence south along the line of said Section One Hundred and thirty-four (134) to the line of Section One Hundred and thirty-five (135), thence east along the line of said Section One Hundred and thirty-five (135) to the line of Section One Hundred and thirty-six (136), thence south along the line of said Section One Hundred and thirty-six (136) to the line of Section One Hundred and thirty-seven (137), thence east along the line of said Section One Hundred and thirty-seven (137) to the line of Section One Hundred and thirty-eight (138), thence south along the line of said Section One Hundred and thirty-eight (138) to the line of Section One Hundred and thirty-nine (139), thence east along the line of said Section One Hundred and thirty-nine (139) to the line of Section One Hundred and forty (140), thence south along the line of said Section One Hundred and forty (140) to the line of Section One Hundred and forty-one (141), thence east along the line of said Section One Hundred and forty-one (141) to the line of Section One Hundred and forty-two (142), thence south along the line of said Section One Hundred and forty-two (142) to the line of Section One Hundred and forty-three (143), thence east along the line of said Section One Hundred and forty-three (143) to the line of Section One Hundred and forty-four (144), thence south along the line of said Section One Hundred and forty-four (144) to the line of Section One Hundred and forty-five (145), thence east along the line of said Section One Hundred and forty-five (145) to the line of Section One Hundred and forty-six (146), thence south along the line of said Section One Hundred and forty-six (146) to the line of Section One Hundred and forty-seven (147), thence east along the line of said Section One Hundred and forty-seven (147) to the line of Section One Hundred and forty-eight (148), thence south along the line of said Section One Hundred and forty-eight (148) to the line of Section One Hundred and forty-nine (149), thence east along the line of said Section One Hundred and forty-nine (149) to the line of Section One Hundred and fifty (150), thence south along the line of said Section One Hundred and fifty (150) to the line of Section One Hundred and fifty-one (151), thence east along the line of said Section One Hundred and fifty-one (151) to the line of Section One Hundred and fifty-two (152), thence south along the line of said Section One Hundred and fifty-two (152) to the line of Section One Hundred and fifty-three (153), thence east along the line of said Section One Hundred and fifty-three (153) to the line of Section One Hundred and fifty-four (154), thence south along the line of said Section One Hundred and fifty-four (154) to the line of Section One Hundred and fifty-five (155), thence east along the line of said Section One Hundred and fifty-five (155) to the line of Section One Hundred and fifty-six (156), thence south along the line of said Section One Hundred and fifty-six (156) to the line of Section One Hundred and fifty-seven (157), thence east along the line of said Section One Hundred and fifty-seven (157) to the line of Section One Hundred and fifty-eight (158), thence south along the line of said Section One Hundred and fifty-eight (158) to the line of Section One Hundred and fifty-nine (159), thence east along the line of said Section One Hundred and fifty-nine (159) to the line of Section One Hundred and sixty (160), thence south along the line of said Section One Hundred and sixty (160) to the line of Section One Hundred and sixty-one (161), thence east along the line of said Section One Hundred and sixty-one (161) to the line of Section One Hundred and sixty-two (162), thence south along the line of said Section One Hundred and sixty-two (162) to the line of Section One Hundred and sixty-three (163), thence east along the line of said Section One Hundred and sixty-three (163) to the line of Section One Hundred and sixty-four (164), thence south along the line of said Section One Hundred and sixty-four (164) to the line of Section One Hundred and sixty-five (165), thence east along the line of said Section One Hundred and sixty-five (165) to the line of Section One Hundred and sixty-six (166), thence south along the line of said Section One Hundred and sixty-six (166) to the line of Section One Hundred and sixty-seven (167), thence east along the line of said Section One Hundred and sixty-seven (167) to the line of Section One Hundred and sixty-eight (168), thence south along the line of said Section One Hundred and sixty-eight (168) to the line of Section One Hundred and sixty-nine (169), thence east along the line of said Section One Hundred and sixty-nine (169) to the line of Section One Hundred and seventy (170), thence south along the line of said Section One Hundred and seventy (170) to the line of Section One Hundred and seventy-one (171), thence east along the line of said Section One Hundred and seventy-one (171) to the line of Section One Hundred and seventy-two (172), thence south along the line of said Section One Hundred and seventy-two (172) to the line of Section One Hundred and seventy-three (173), thence east along the line of said Section One Hundred and seventy-three (173) to the line of Section One Hundred and seventy-four (174), thence south along the line of said Section One Hundred and seventy-four (174) to the line of Section One Hundred and seventy-five (175), thence east along the line of said Section One Hundred and seventy-five (175) to the line of Section One Hundred and seventy-six (176), thence south along the line of said Section One Hundred and seventy-six (176) to the line of Section One Hundred and seventy-seven (177), thence east along the line of said Section One Hundred and seventy-seven (177) to the line of Section One Hundred and seventy-eight (178), thence south along the line of said Section One Hundred and seventy-eight (178) to the line of Section One Hundred and seventy-nine (179), thence east along the line of said Section One Hundred and seventy-nine (179) to the line of Section One Hundred and eighty (180), thence south along the line of said Section One Hundred and eighty (180) to the line of Section One Hundred and eighty-one (181), thence east along the line of said Section One Hundred and eighty-one (181) to the line of Section One Hundred and eighty-two (182), thence south along the line of said Section One Hundred and eighty-two (182) to the line of Section One Hundred and eighty-three (183), thence east along the line of said Section One Hundred and eighty-three (183) to the line of Section One Hundred and eighty-four (184), thence south along the line of said Section One Hundred and eighty-four (184) to the line of Section One Hundred and eighty-five (185), thence east along the line of said Section One Hundred and eighty-five (185) to the line of Section One Hundred and eighty-six (186), thence south along the line of said Section One Hundred and eighty-six (186) to the line of Section One Hundred and eighty-seven (187), thence east along the line of said Section One Hundred and eighty-seven (187) to the line of Section One Hundred